

paragraphs in § 1.6035-1(a)(2) that is designated "(iv)" is corrected to read "(v)".

**§ 301.6579-1 [Corrected]**

Par. 2. On page 23410, in the first column, the section that is designated "§ 301.6579-1" is corrected to read "§ 301.6679-1".

Peter K. Scott,

Director, Legislation and Regulations Division.

[FR Doc. 85-15368 Filed 6-25-85; 8:45 am]

BILLING CODE 4830-01-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

#### 33 CFR Part 100

[CGD13 85-05]

#### Regatta; Annual Clarkston, WA, Limited Hydroplane Races

##### Correction

In FR Doc. 85-13924 beginning on page 24191 in the issue of Monday, June 10, 1985, make the following correction:

**§ 100.1302 [Corrected]**

On page 24191, third column, § 100.1302(a), fourth line, "not" should read "be".

BILLING CODE 1505-01-M

## VETERANS ADMINISTRATION

#### 38 CFR Part 36

#### Loan Guaranty; Condominium Regulations

**AGENCY:** Veterans Administration.

**ACTION:** Technical amendments.

**SUMMARY:** This document amends Veterans Administration regulations to include OMB control numbers at the places in the regulations where current information collection requirements are described.

**EFFECTIVE DATE:** April 12, 1985.

**FOR FURTHER INFORMATION CONTACT:**

Celia Fasone, (202) 389-2340.

**SUPPLEMENTARY INFORMATION:**

##### Paperwork Reduction Act

The information collection requirements contained in the regulatory sections listed below have been approved by the Office of Management and Budget under the provisions of the Paperwork Reduction Act of 1930 (Pub. L. 96-511) and assigned the control number contained in the listing.

#### List of Subjects in 38 CFR Part 36

Reporting and recordkeeping requirements.

#### Text of the Amendments

Following the text of §§ 36.4357, 36.4360, and 43.4360a, add the following text:

(Information collection requirements approved by the Office of Management and Budget under control number 2900-0448) (Pub. L. 96-511 (5 U.S.C. 3504))

Dated: June 12, 1985.

Nancy C. McCoy,

Chief, Directives Management Division.

[FR Doc. 85-14699 Filed 6-25-85 8:45 am]

BILLING CODE 8320-01-M

## ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Part 52

[A-6-FRL-2842-3]

#### Approval and Promulgation of Implementation Plans; Texas Attainment Plan for Ozone in Harris County, TX

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** This notice approves the State Implementation Plan (SIP) revisions for attainment of the ozone standard in Harris County (Houston). The approval is based on review of SIP revisions submitted on December 9, 1982, and revisions to the Harris County inspection and maintenance (I/M) program submitted on March 18, 1985. The intended effect of this action is to provide for attainment of the National Ambient Air Quality Standard for ozone as required under Part D of the Clean Air Act (CAA) Amendments of 1977.

**EFFECTIVE DATE:** Effective on July 26, 1985.

**ADDRESSES:** Incorporation by reference material is available for inspection during normal business hours at the following locations:

Environmental Protection Agency, Region 6, Air & Waste Management Division, Air Branch, State Program Section, 1201 Elm Street, Dallas, Texas 75270

Environmental Protection Agency, Public Information Reference Unit, EPA Library, 401 M Street SW., Washington, D.C. 20460

The Office of the Federal Register, Room 8401, 1100 L Street NW., Washington, D.C.

Texas Air Control Board, 6330 Highway 290 East, Austin, Texas 78723.

#### FOR FURTHER INFORMATION CONTACT:

Carol D. Peters at the EPA Region 6 address above or call (214) 767-9862.

#### SUPPLEMENTARY INFORMATION:

##### Background

In 1978, Harris County, Texas was designated as a nonattainment area for ozone (O<sub>3</sub>). In accordance with the requirements of the CAA Amendments of 1977 for such nonattainment areas, the State of Texas submitted a SIP revision in April 1979. The 1979 SIP demonstrated that the O<sub>3</sub> standard could not be met in Harris County by December 31, 1982, despite the implementation of all reasonably available control measures. On the basis of this demonstration, an extension until December 31, 1987, to attain the O<sub>3</sub> standard was requested by the State. EPA approved the request for an extension in the March 25, 1980, Federal Register (at 45 FR 19244). The 1979 strategy for O<sub>3</sub> in Harris County was conditionally approved by EPA in the March 25, 1980, Federal Register (at 45 FR 19244). After additional State submittals, EPA removed the conditions on the 1979 Harris County O<sub>3</sub> strategy. (See 44 FR 74830, 45 FR 52148, 46 FR 35642, and 48 FR 47444).

In order to demonstrate attainment of the O<sub>3</sub> standard by the extension date of December 31, 1987, the State submitted a SIP revision to EPA on December 9, 1982. Public hearings were held on the O<sub>3</sub> SIP on July 12, and 13, 1982. On February 3, 1983 (at 48 FR 5114), EPA proposed to disapprove the I/M portion of the revision and approve all other portions of the revision. The I/M program was proposed for disapproval because it did not achieve the minimum emission reduction requirement which EPA had found to be reasonably available. Consequently, it did not fulfill the reasonably available control technology (RACT) requirement of section 172(b)(3) of the CAA.

After extensive discussions with EPA, resolutions were adopted by the Texas Air Control Board (TACB) on November 18, 1983, and the Texas Department of Public Safety (DPS) on November 30, 1983, committing to the implementation of an upgraded parameter I/M program in Harris County, Texas. Subsequently, on December 9, 1983, TACB submitted these resolutions along with a draft SIP revision on the modified program to EPA. The TACB held a public hearing on January 25, 1984, for the SIP revision on the modified program, then adopted the regulations on April 6, 1984. On May 10, 1984, the DPS committee, by letter, to the TACB to enforce the Harris County I/M requirements against motorists in Harris

County. Subsequently, on May 11, 1984, the DPS adopted regulations governing the Harris County parameter I/M program. The TACB held a public hearing on July 23, 1984, on the DPS regulations and procedures to enforce the parameter I/M program in Harris County. The TACB adopted these regulations on November 9, 1984, and the Governor submitted them on March 18, 1985.

On August 3, 1984, EPA proposed to approve the State's revisions contingent upon the State adopting the revisions with the required rules and regulations. Also, the State was to correct any noted deficiencies, and submit them to EPA for incorporation into the SIP. The revisions submitted by the State fulfilled these requirements and has not substantially changed from those proposed in the draft.

#### Plan Review

A detailed description of the SIP and EPA's review is contained in the **Federal Register** notice proposing approval (August 3, 1984, 49 FR 31086) and in EPA's evaluation report,<sup>1</sup> which are available for review in the SIP Docket file (TX-82-9) at the EPA Region 6 office in Dallas, Texas. The 1982 SIP submission for O<sub>3</sub> in Harris County was reviewed by EPA in accordance with both the requirement of the 1982 Carbon Monoxide and Ozone Policy (46 FR 7182) published January 22, 1981, and the "General Preamble" for SIP Revisions for Nonattainment Areas published on April 4, 1979 (at 44 FR 20372).<sup>2</sup>

The SIP submission indicated that a 41% reduction in VOC emissions is needed to attain the O<sub>3</sub> standard in 1987. The SIP provided for controls which include a mix of stationary and mobile source controls to achieve a 44% reduction by 1987, thereby demonstrating attainment of the O<sub>3</sub> standard. The controls outlined in the plan were as follows:

- Stationary Source Controls will provide a net reduction of 30.7%
- Federal Motor Vehicle Control Program (emission controls installed as original equipment by the manufacturer) will provide a net reduction of 10.3%.
- Motor Vehicle I/M program will provide a net reduction of 2.9%.
- Transportation controls measures (TCMs) will provide a net reduction of 0.7%.

<sup>1</sup> EPA Review of Texas SIP Revision for Ozone in Harris County, revised February 1985.

<sup>2</sup> EPA published four additional notices supplementing the General Preamble in 1979: July 2, 1979 (44 FR 38583); August 28, 1979 (44 FR 50371); September 17, 1979 (44 FR 53761); and November 23, 1979 (44 FR 76182).

#### Data and Modeling Analysis

The TACB developed a base year 1980 emissions inventory for VOC of 231,250 tons and for NO<sub>x</sub> of 202,644 tons. The base year VOC emissions were composed of 57.4% from point sources, 15% from area sources and 27.6% from mobile sources. The inventory and projections were developed in accordance with EPA guidelines and are considered adequate.

The State used air quality data from 1978 through 1980 at eight sites in the Houston area for modeling. Observed O<sub>3</sub> values ranged from 0.18 to 0.35 parts per million (ppm). The State used the City Specific Empirical Kinetic Modeling Approach (EKMA) to estimate the amount of reductions needed for attainment. A VOC reduction value of 41% needed to attain the 0.12 ppm O<sub>3</sub> standard was established by this analysis. The EKMA analysis was performed in accordance with EPA guidelines for the model (EPA-450/4-80-027, March 1981). The model performed acceptably well for each of the 40 cases run by TACB.

#### Stationary Source Control

According to EPA's policy, the stationary source portion of the 1982 SIP submittal must contain legally enforceable regulations which reflect the application of Reasonably Available Control Technology (RACT). The following sources must be included: (1) All sources of VOCs covered by a Control Technique Guideline (CTG) published by EPA and (2) all remaining major sources of VOC with the potential to emit 100 tons or more of VOC per year. EPA has published two series of CTG documents; i.e., Set I and Set II. Texas submitted RACT Regulations for the Set I and Set II CTG source categories on April 13, 1979, and July 25, 1980, respectively. EPA approved these regulations on March 25, 1980 (at 45 FR 19231); July 10, 1981 (at 46 FR 35642); September 29, 1981 (at 46 FR 47544); and May 3, 1982 (at 45 FR 18857). Therefore, the existing Texas SIP contains RACT regulations for all VOC sources covered by CTG documents.

If EPA issues additional CTG documents in the future, the State will be required to adopt and submit legally enforceable regulations for the source categories covered therein. The continued satisfaction of the Part D requirements of the CAA for adoption and submittal of the O<sub>3</sub> portion of the SIP is contingent on this condition (at 40 CFR 52.2273).

The 1982 SIP submittal also contained proposed revisions to the General Rules and Regulation V, entitled, "Control of

Air Pollution from Volatile Organic Compounds," which, according to the State, will result in VOC emission reductions from additional source categories or process types. The revisions to Regulation V includes additional requirements for large bulk terminals and vent gas streams, and new requirements for fugitive emission control in synthetic organic chemical, polymer, and resin manufacturing plants located in Harris County. The State also made clarifying and editorial changes to other portions of Regulation V. The revisions to the General Rules consist of new terms and their definitions and the revision of several predefined terms. The State has specified that these measures, in addition to the Set I and Set II VOC RACT controls, will result in the control of all major stationary sources in Harris County.

EPA's review of the regulations and the State's determination that all major stationary sources are controlled, is discussed in detail in the evaluation report referenced above. Based on the Agency's review, EPA has determined that this portion of the SIP submittal meets the requirements of EPA's 1982 ozone policy. Notwithstanding EPA's approval of the revisions to Regulation V, EPA reiterates its existing policy that any exemption or alternative control method granted to a specific source by the Executive Director of the Texas Air Control Board, under these regulations, must be submitted to EPA as a SIP revision.

#### Transportation Control Measures

The submittal includes provisions for a transportation control plan (TCP) designed to reduce VOC mobile source emissions. The TCP includes a commitment to implement or continue operation of the following transportation control measures (TCMs):

- A. Local bus service expansion;
- B. New transit maintenance facilities;
- C. Park and Ride sites;
- D. Park and ride express bus service;
- E. Construction of High Occupancy Vehicle Lanes; and
- F. Continuation and expansion of carpool/vanpool program.

The submittal provides details on a plan for monitoring annual emissions reduction from the TCMs. The emissions reduction will be established based on the monitoring of surrogate traffic parameters. The results of the monitoring effort will be used by the TACB to update the emissions inventory annually and ensure that reasonable further progress (RFP) requirements are being met. If it is determined that RFP is not being maintained due to emission

reduction shortfalls, contingency provisions are provided in the submittal for identifying additional TCMs and postponing of transportation projects which have adverse air quality impacts. The submittal also includes procedures for an annual evaluation of the conformity of transportation planning programs and projects with the SIP.

The transportation provisions of the submittal are considered by EPA to fulfill the requirements of the January 22, 1981, SIP policy guidance in a satisfactory manner. A detailed evaluation of all elements of the TCP is contained in the evaluation report.

#### *Vehicle Inspection and Maintenance (I/M)*

Section 172(b)(11)(B) of the CAA requires all areas that receive extensions beyond 1982 to attain the ozone  $O_3$  or carbon monoxide standards to establish a schedule for implementation of a vehicle I/M program. Section 172(c) requires the SIP revisions to contain enforceable rules and regulations for implementing the I/M program.

EPA has developed a detailed policy governing many aspects of these required I/M programs. The basic elements of this policy are summarized in the January 22, 1981, policy for SIPs for extension areas (at 47 FR 7182). More detail is provided in the April 4, 1979, "General Preamble" in SIP Revisions for Nonattainment Areas (at 44 FR 20372), and a July 17, 1978, memorandum to the EPA Regional Administrators from David Hawkins, Assistant Administrator for Air, Noise and Radiation. (This memorandum is specifically referenced in the January 22, 1981 notice at 47 FR 7190.)

The EPA policy memorandum described above also contains determinations of other CAA requirements for nonattainment areas as they relate to I/M. For example, section 172(b)(2) requires plans for nonattainment areas to implement all reasonably available control measures as expeditiously as practicable. In addition, EPA believes that I/M programs that are capable of reducing VOC exhaust emissions from light-duty motor vehicles (LDV) by 25% by 1987 are reasonably available within the meaning of this provision. This minimum reduction requirement is based on I/M programs that were operating at the time of the enactment of the 1977 CAA Amendments. EPA also believes that a 25% reduction in VOC exhaust emissions represents RACT as required by section 172(b)(3).

The State of Texas implemented a vehicle parameter I/M program in

Harris County, Texas (Houston), on July 1, 1984. The Houston parameter I/M program places emphasis on the reduction of excess emissions resulting because of disablement of vehicle emission control systems. The program includes an annual vehicle inspection for tampering and misfueling, a mechanic training program, a public awareness program and an intensified enforcement of State regulations against tampering and misfueling. The program developed by Texas does not include a tailpipe emissions test. The EPA has evaluated the various components of the Houston program and is approving the program.

The program which Texas has committed to implement is an improved version of a parameter I/M program initially proposed in the 1982  $O_3$  SIP revisions for Harris County submitted in December 1982. The initial parameter I/M program was proposed for disapproval by EPA in a Federal Register rulemaking on February 3, 1983 (at 48 FR 5114). It was not approvable because it did not achieve the minimum emission reduction required to fulfill the RACT requirement of section 172(b)(3) of the CAA.

#### *Parameter I/M Program Description*

The modified Texas parameter I/M program includes four major components. These components are the following:

1. An annual inspection of vehicles for tampering with the emission control system and fuel-switching and mandatory repair;
2. A Public Information Program;
3. A Mechanic Training Program; and
4. Enforcement of Stronger State Anti-tampering-misfueling regulations.

A special feature of the program is a check for misfueling through a visual inspection of the fuel inlet restrictor and a test of the tailpipe for deposits of lead. The tailpipe test for lead will be performed with a lead sensitive paper such as the Plumbtesmo.<sup>3</sup> Vehicles that fail the test for lead in the tailpipe or the inlet restrictor inspection will be required to replace the catalytic converter.

The annual vehicle inspection is to be performed as part of the compulsory vehicle safety inspection program administered by the DPS. The legal authority for the program comes from Article XV of the Texas Uniform Act Regulating Traffic on Highways, which requires an annual inspection of all motor vehicles in the State of Texas.

<sup>3</sup> Mention of trade names or specific products does not constitute endorsement by the Environmental Protection Agency.

Furthermore, Article XV contains provisions to establish a parameter I/M program in any county in Texas that does not meet the national ambient air quality standards and where the TACB requests the DPS to implement such a program.

The annual safety inspection requirement will be enforced through a sticker system. The sticker requirement can be enforced by any State or Harris County law enforcement authority. Failure to have a valid sticker could result in a fine of up to \$200.

The public information (PI), mechanic training (MT) and anti-tampering/misfueling enforcement programs, which are to be developed and administered by the TACB, will support and complement the annual vehicle inspection requirement. The PI program will be designed to inform Harris County residents of the annual inspection requirements and to develop public support for, and acceptance of, proper operation of vehicle emission control devices. The MT program will provide in-service mechanics and auto service technicians with instruction on maintenance and repair of emission control systems with emphasis on electronic control systems on new technology vehicles. The anti-tampering/misfueling enforcement programs, which will include inspection and surveillance of retail fuel outlets and auto service facilities, will enable the State to actively work to prevent the occurrence of tampering and misfueling.

#### *Program Evaluation*

The modified Houston parameter I/M program includes the same general components as the program initially proposed in the 1982  $O_3$  SIP submittal. However, significant changes have been made to the program to increase the emission reduction. The most significant additions to the program are the inspection of the catalytic converter, inlet restrictor and a test for lead in the tailpipe on 1980 and later vehicles. In the initial program, the inspection of the catalytic converter and fuel inlet restrictor was proposed for 1984 and later automobiles, and the test for lead deposits in the tailpipe was not included in the inspection. The inspection of 1980 and later vehicles and the mandatory repair will correct a large amount of previous tampering and will provide a significant deterrence to future tampering and misfueling. The initial program also did not include the inspection of light duty trucks (LDTs). Since LDTs represent a large percentage of the Harris County fleet (roughly 26 percent) and the overall tampering and

misfueling rate for LDTs is roughly double (approximately 25 percent) the rate for automobiles, the inclusion of these vehicles in the inspection significantly increases the emission reduction. Further, the initial program did not require the replacement of catalytic converters due to misfueling. EPA tampering studies indicates 8 to 10 percent of vehicles in Harris County have been misfueled, and that misfueling increases VOC emissions by up to 400 percent. The replacement of catalytic converters disabled by previous misfueling and the deterrence of future misfueling will significantly increase the emission benefits of the Houston parameter I/M program.

Additionally, the tailpipe test for lead will increase the effectiveness of the test for misfueling so that roughly 80 percent of the misfueling will be detected. The test for misfueling through the tailpipe test for lead will be less easily circumvented than the inlet restrictor check and will detect and deter a significant amount of misfueling.

The modified Houston parameter I/M program is projected to achieve the 25 percent reduction in VOC exhaust emissions which is established by EPA policy as RACT for an I/M program. All of the projected reduction from the program results from the annual vehicle inspection and mandatory repair portion of the program, although the State will be implementing additional features to improve its effectiveness. The emissions reductions were estimated by EPA using methodology outlined in the report entitled "Anti-Tampering and Anti-Misfueling programs to Reduce In-Use Emissions From Motor Vehicles", and included in the Mobile III Emission Factor Model. Details on the estimated VOC emission reductions projected from the parameter I/M program are included in the EPA evaluation report on the 1982 O<sub>3</sub> SIP for Harris County and supporting documents which are available in the official docket.

EPA finds that the Houston parameter I/M program fulfills the national effectiveness requirements established by the I/M policy and the statutory requirements of Section 172(b)(3).

#### *Conclusions on I/M*

EPA studies have shown tampering with Emission Control Systems on motor vehicles and misfueling results in significant increases in VOC, carbon monoxide, and nitrogen oxide emissions from in-use vehicle fleets. The parameter I/M program proposed for Harris County contains all the elements recommended by EPA for an anti-tampering/misfueling program. The annual vehicle inspection will provide

an effective method of detecting tampered or misfueled vehicles and the mandatory repair requirement will correct a significant amount of previous tampering and misfueling while serving as an effective deterrent to future tampering and misfueling. The State has committed to actively enforce the inspection requirement, train and certify inspectors in the inspection requirements and conduct affirmative quality control over inspections and recordkeeping. On this basis, the EPA established that the vehicle inspection has the potential to correct significant amounts of existing tampering and misfueling and deter a significant amount of future tampering and misfueling. As previously noted, the reduction in VOC emissions from the Harris County program satisfies the minimum emission reduction requirements in the I/M policy and the RACT requirement of 172(b)(3).

Further, the State implemented the modified program on July 1, 1984, which EPA has determined to be as expeditious as practicable. The schedule therefore, fulfills the requirement of section 172(b)(2). Additionally, the program satisfies all other policy requirements and critical program standards outlined for an I/M program in the January 22, 1981, *Federal Register* on SIP requirements (at 47 FR 7182). Therefore, EPA is approving the I/M portion of the 1982 Texas SIP.

#### *Reasonable Further Progress*

EPA has determined that for each year from 1982 through 1987 there should be reasonable further progress (RFP) toward attainment of the standard. The State committed to track VOC emission in Houston and report annually on RFP to assure that these reductions will occur.

#### *Public Comments*

During the comment period, EPA received two comments. Both commentators endorsed EPA's proposed approval of the I/M program for Harris County.

#### *Regulatory Process*

The Office of Management and Budget has exempted this rule from the requirement of section 3 of Executive Order 12291.

Under section 307(b)(1) of the Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by 60 days from today. This action may not be challenged later in proceedings to enforce its requirements. (See 307(b)(2))

#### List of Subjects of 40 CFR Part 52

Air pollution control, Ozone, Nitrogen dioxide, Hydrocarbons, Intergovernmental relations, Incorporation by reference.

**Authority:** Sections 110(a), and 301(b) of the Clean Air Act, as amended (42 U.S.C. 7410(a) and 7601(b)).

**Note.**—Incorporation by reference of the State Implementation Plan for the State of Texas was approved by the Director of the *Federal Register* on July 1, 1982.

Dated: May 22, 1985.

Lee M. Thomas,  
Administrator.

#### **PART 52—[AMENDED]**

Part 52 of Chapter I, Title 40 of the Code of Federal Regulations is amended as follows:

#### **Subpart SS—Texas**

1. The authority citation for Part 52 continues to read as follows:

**Authority:** 43 U.S.C. 7410(a) and 7601(b).

2. Section 52.2270 is amended by adding paragraph (c)(61) as follows:

#### **§ 52.2270 Identification of plan.**

\* \* \* \* \*

(c) \* \* \*

(61) Revisions to the plan for attainment of the standard for Ozone in Harris County were submitted by the Governor on December 9, 1982, January 3, 1984, and March 18, 1985.

(i) Revisions adopted on December 3, 1982, include the following changes to Regulation V and the general rules. New sections or subsections 115.105(7), 115.111(2)(b), 115.111(2)(c), 115.111(2)(d), 115.163, 115.164, 115.193(c)(5), 115.193(c)(6), 115.271, 115.272, 115.273, 115.274, 115.275, and 115.421 are added. Revisions to 115.106(b), 115.106(c), 115.113, 115.141, 115.142, 115.161, 115.162, 115.191(9)(a)(i), 115.251(a)(1), 115.252(a)(4), 115.252(b), 115.252(c), 115.253(a), 115.254, 115.255(c), and 115.401(b) were made. Section 101.1 of the general rules was revised to include definitions of new terms. The revisions also included the following commitments: emissions tracking, pages 87–88; projections of reasonable further progress, pages 91 and 93; and emission reduction commitments for transportation control measures, Appendix V.

(ii) Revisions adopted on September 9, 1983, include revisions to Regulation IV. New sections or subsections 114.1(e), 114.1(f), 114.3, and 114.5 are added.

(iii) Revisions adopted on November 9, 1984 include the following:

- (A) Recordkeeping and record submittal requirements, pages 12-13,
- (B) Mechanics training program commitments, pages 17-18,
- (C) Public Awareness Plan commitments, pages 19-20,
- (D) Implementation Schedule, page 25(1-3),
- (E) Reasonable Further Progress Chart, Table 13, and
- (F) Department of Public Safety and Texas Air Control Board Rules and Regulations, Texas Vehicle Inspection Act Article XV, and Documentation to Authorize and Support the Implementation and Enforcement of the Texas Vehicle Parameter Inspection and Maintenance Program, Appendix X, containing the following documents:
  - Senate Bill 1205
  - Letters of commitment from Texas Department of Public Safety, City of Houston Police Department, and Harris County Sheriff
  - Parameter Vehicle Emission Inspection and Maintenance Rules and Regulations for Official Vehicle Inspection Stations and Certified Inspectors, July 1, 1984
  - Texas Motor Vehicle Laws, 1981-1982
  - Rules and Regulations for Official Vehicle Inspection Stations and Certified Inspectors, November 11, 1983, Sections A, B, C pages C-1, C-16, C-17, C-18, C-26, C-27, and C-28, D, and E pages E-1, E-6, E-7, E-8, and E-9.

[FR Doc. 85-12836 Filed 6-25-85; 8:45 am]  
BILLING CODE 6560-50

## GENERAL SERVICES ADMINISTRATION

### 41 CFR Part 105-53

#### Statement of Organization and Functions

**AGENCY:** General Services Administration.

**ACTION:** Final rule.

**SUMMARY:** The General Services Administration (GSA) is revising its statement of organization and functions to reflect its current organizational structure. This revision reflects the separation of the National Archives and Records Service (now the National Archives and Records Administration) from GSA, updates information on the Business Service Centers and adds responsibility for publishing the Catalog of Federal Domestic Assistance. This regulation is informational in nature and is published in accordance with the Freedom of Information Act.

**EFFECTIVE DATE:** June 26, 1985.

**FOR FURTHER INFORMATION CONTACT:** Sylvester H. Kish, Director of Organization and Staff Utilization (202-566-0086).

**SUPPLEMENTARY INFORMATION:** The General Services Administration (GSA) has determined that this rule is not a major rule for the purposes of E.O. 12291 of February 17, 1981, because it is not likely to result in an annual effect on the economy of \$100 million or more; a major increase in costs to consumers or others; or significant adverse effects. Therefore, a Regulatory Impact Analysis has not been prepared. GSA has based all administrative decisions underlying this rule on adequate information concerning the need for, and the consequence of, this rule; has determined that the potential benefits to society from this rule outweigh the potential costs and has maximized the net benefits; and has chosen the alternative approach involving the least net cost to society.

#### List of Subjects in 41 CFR Part 105-53

Computer technology, Federal buildings and facilities, Government property, Government property management, Organization and functions (Government agencies), Surplus government property, Strategic materials.

### PART 105-53—STATEMENT OF ORGANIZATION AND FUNCTIONS

1. The authority citation for Part 105-53 continues to read as follows:

Authority: 5 U.S.C. 552(a)(1), Pub. L. 90-23, 81 Stat. 54, sec. (a)(1); 40 U.S.C. 486(c), Pub. L. 81-152, 63 Stat. 390 sec. 205(c).

2. The table of contents for Part 105-53 is amended by removing and reserving one entry as follows:

Sec.  
105-53.146 [Reserved]

3. Section 105-53.112 is revised to read as follows:

#### § 105-53.112 General statement of functions.

The General Services Administration, as a major policy maker, provides guidance and direction to Federal agencies in a number of management fields. GSA formulates and prescribes a variety of Government-wide policies relating to procurement and contracting; real and personal property management; transportation, public utilities and telecommunications management; automated data processing management; records management; the Nation's emergency defense supplies; the use and disposal of property; and the

information security program. In addition to its policy role, GSA also provides a variety of basic services in the aforementioned areas to other Government agencies. A summary description of these services is presented by organizational component in Subpart B.

#### § 105-53.118 [Amended]

4. Section 105-53.118 is amended by revising paragraphs (f), (j), and (l) and adding paragraph (m) as follows:  
§ 105.53.118 Location of material available for public inspection.

(f) Business Service Center, General Services Administration, Richard B. Russell Federal Building, U.S. Courthouse, 75 Spring Street, SW., Atlanta, GA 30303. Telephone: 404-221-5103.

(j) Business Service Center, General Services Administration, Building 41, Denver Federal Center, Denver, CO 80225. Telephone: 303-236-7409.

(l) Business Service Center, General Services Administration, 300 North Los Angeles Street, Room 3259, Los Angeles, CA 90012. Telephone: 213-688-3210.

(m) Business Service Center, General Services Administration, 440 Federal Building, 915 Second Avenue, Seattle, WA 98174. Telephone: 206-442-5556.

5. Section 105-53.120 is revised as follows:

#### § 105-53.120 Addresses and telephone numbers.

The Office of the Administrator; Office of Inspector General; GSA Board of Contract Appeals; Information Security Oversight Office; the Office of the Associate Administrator for Administration; Office of Operations; Office of Policy and Management Systems; Office of Ethics; Office of the Executive Secretariat; Office of Small and Disadvantaged Business Utilization; Office of Program Control; Office of Acquisition Policy; Office of the Comptroller; Office of Information Resources Management; Federal Property Resources Service; and Public Buildings Service are located at 18th and F Streets, NW., Washington, DC 20405. The Office of Federal Supply and Services is located in Crystal Mall Building 4, 1941 Jefferson Davis Highway, Washington, DC 20406. The telephone number for the above addresses is 202-655-4000. The addresses of the eleven regional offices are provided in § 105-53.151.